

IH 94: STH 20 TO STH 50 (RACINE AND KENOSHA COUNTIES) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	Analyzed for 2009 Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY WESTBOUND DIRECTION

TIME OF DAY	FLOWS AND CAPACITY IN VEH/HR						AVERAGE SPEEDS IN MPH			
	MAIN ROUTE		SITE CAPA CITY	FLOW		AV.DEL PER VEH (MINS)	AVERAGE QUEUE (VEH)	MAIN ROUTE		SITE
	DEMAND FLOW	PCT HEAVY		MAIN ROUTE	'DIVER TED'			WITHOUT WORK ZONE	WITH WORK ZONE	
MID-1 AM	819	0.0	3000	819	0	0.36	0	70.2	67.6	49.7
1-2 AM	572	0.0	3000	572	0	0.36	0	70.2	67.6	49.7
2-3 AM	356	0.0	3000	356	0	0.36	0	70.2	67.6	49.7
3-4 AM	289	0.0	3000	289	0	0.36	0	70.2	67.6	49.7
4-5 AM	287	0.0	3000	287	0	0.36	0	70.2	67.6	49.7
5-6 AM	384	0.0	3000	384	0	0.36	0	70.2	67.6	49.7
6-7 AM	577	0.0	3000	577	0	0.36	0	70.2	67.6	49.7
7-8 AM	852	0.0	3000	852	0	0.36	0	70.2	67.6	49.7
8-9 AM	1260	0.0	3000	1260	0	0.36	0	70.2	67.6	49.7
9-10 AM	2162	0.0	2999	2162	0	0.35	0	69.4	66.9	49.6
10-11 AM	2938	0.0	2999	2938	0	0.94	15	68.4	62.3	38.9
11AM-NOON	3635	0.0	3000	3635	0	6.45	347	67.3	40.4	36.9
NOON-1PM	3918	0.0	2999	3008	910	14.89+	799	65.4	26.3	36.9
1-2 PM	4042	0.0	3000	3000	1042	14.78+	800	64.5	26.3	36.9
2-3 PM	4003	0.0	3000	3000	1003	14.82+	800	64.8	26.3	36.9
3-4 PM	4082	0.0	3000	3000	1082	14.73+	800	64.3	26.3	36.9
4-5 PM	3847	0.0	3000	3003	844	14.97+	799	65.9	26.3	36.9
5-6 PM	3788	0.0	2999	3020	768	14.99+	797	66.3	26.3	36.9
6-7 PM	3224	0.0	3000	3062	162	15.13+	792	68.1	26.4	36.9
7-8 PM	2723	0.0	2999	2723	0	13.06+	679	68.7	28.9	36.9
8-9 PM	2265	0.0	2999	2265	0	3.45	203	69.2	50.7	44.6
9-10 PM	1750	0.0	3000	1750	0	0.36	0	69.9	67.3	49.7
10-11 PM	1202	0.0	3000	1202	0	0.36	0	70.2	67.6	49.7
11PM-MID	823	0.0	3000	823	0	0.36	0	70.2	67.6	49.7

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

----- SITE BREAKDOWN DELAYS -----	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0.0
AV BREAKDOWNS PER DAY	0.00
AV QUEUE DELAY/DAY (VEH-H)	0.0
AV TOTAL DELAY/DAY (VEH-H)	0.0

----- SITE ACCIDENT DELAYS -----	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0
AV BREAKDOWNS PER DAY	0
AV QUEUE DELAY/DAY (VEH-H)	0
AV TOTAL DELAY/DAY (VEH-H)	0

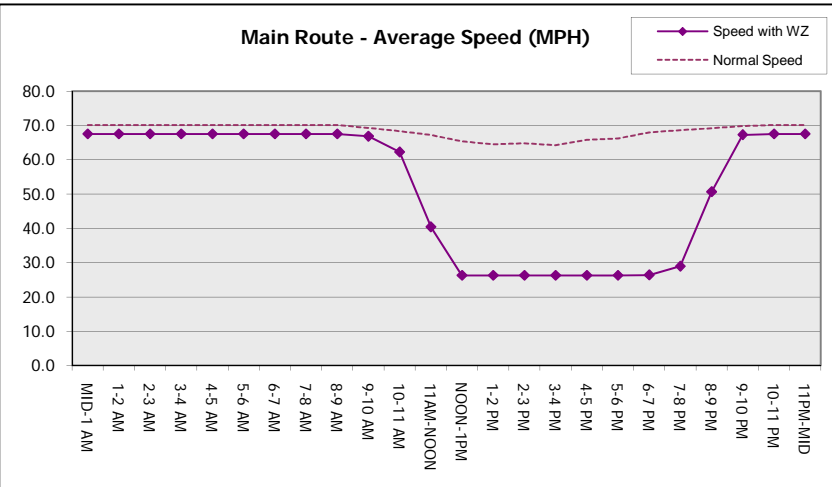
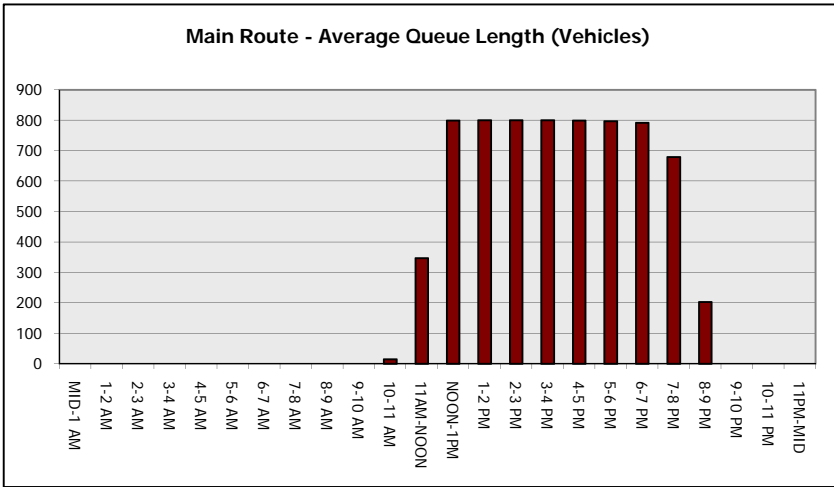
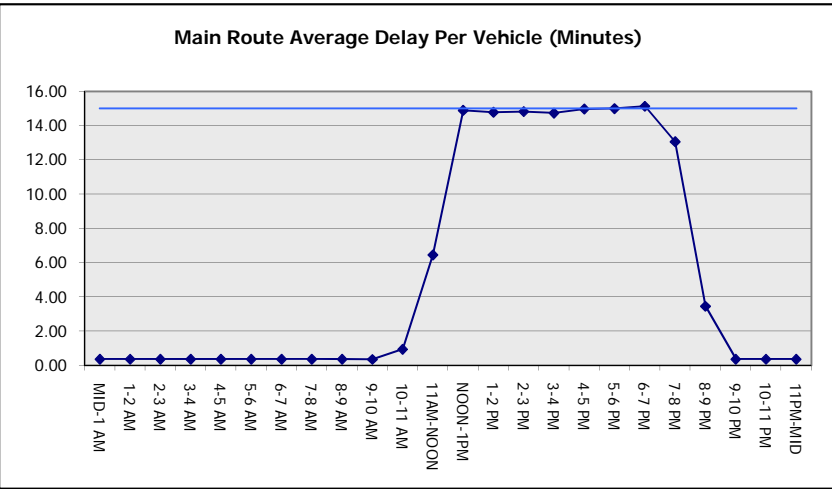
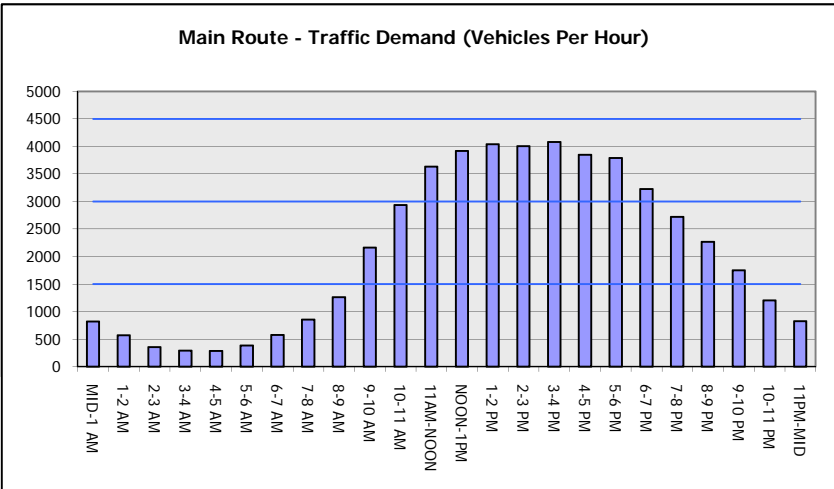
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0864
MAIN ROUTE WITH WORKS	0.0734
'DIVERSION'	0.0233
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$132,677
CONGESTED HOURS PER DAY*	8

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY WESTBOUND DIRECTION



**IH 94: STH 20 TO STH 50 (RACINE AND KENOSHA COUNTIES)
CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

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SUMMARY OF TRAFFIC MODEL OUTPUT
SUNDAY EASTBOUND DIRECTION

TIME OF DAY	FLOWS AND CAPACITY IN VEH/HR							AVERAGE SPEEDS IN MPH		
	MAIN ROUTE		SITE CAPA CITY	FLOW		AV.DEL PER VEH (MINS)	AVERAGE QUEUE (VEH)	MAIN ROUTE		SITE
	DEMAND FLOW	PCT HEAVY		MAIN ROUTE	'DIVER TED'			WITHOUT WORK ZONE	WITH WORK ZONE	
MID-1 AM	661	0.0	3000	661	0	0.36	0	70.2	67.6	49.7
1-2 AM	425	0.0	3000	425	0	0.36	0	70.2	67.6	49.7
2-3 AM	278	0.0	3000	278	0	0.36	0	70.2	67.6	49.7
3-4 AM	227	0.0	3000	227	0	0.36	0	70.2	67.6	49.7
4-5 AM	224	0.0	3000	224	0	0.36	0	70.2	67.6	49.7
5-6 AM	303	0.0	3000	303	0	0.36	0	70.2	67.6	49.7
6-7 AM	481	0.0	3000	481	0	0.36	0	70.2	67.6	49.7
7-8 AM	771	0.0	3000	771	0	0.36	0	70.2	67.6	49.7
8-9 AM	1239	0.0	3000	1239	0	0.36	0	70.2	67.6	49.7
9-10 AM	1855	0.0	3000	1855	0	0.35	0	69.7	67.2	49.7
10-11 AM	2487	0.0	2999	2487	0	0.43	0	68.9	66.0	46.5
11AM-NOON	3055	0.0	2999	3055	0	1.01	14	68.2	61.7	36.9
NOON-1PM	2970	0.0	2999	2970	0	1.64	47	68.4	58.4	36.9
1-2 PM	2881	0.0	3000	2881	0	0.75	3	68.4	63.5	38.6
2-3 PM	2855	0.0	3000	2855	0	0.67	0	68.5	64.0	39.2
3-4 PM	2828	0.0	2999	2828	0	0.65	0	68.5	64.1	39.6
4-5 PM	3045	0.0	2999	3045	0	1.20	24	68.2	60.7	36.9
5-6 PM	2768	0.0	3000	2768	0	0.71	5	68.6	63.8	40.6
6-7 PM	2768	0.0	3000	2768	0	0.61	0	68.6	64.5	40.7
7-8 PM	2536	0.0	3000	2536	0	0.46	0	68.9	65.7	45.4
8-9 PM	2089	0.0	3000	2089	0	0.35	0	69.4	66.9	49.7
9-10 PM	1571	0.0	3000	1571	0	0.36	0	70.1	67.5	49.7
10-11 PM	1219	0.0	3000	1219	0	0.36	0	70.2	67.6	49.7
11PM-MID	853	0.0	3000	853	0	0.36	0	70.2	67.6	49.7

----- SITE BREAKDOWN DELAYS -----

BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0.0
AV BREAKDOWNS PER DAY	0.00
AV QUEUE DELAY/DAY (VEH-H)	0.0
AV TOTAL DELAY/DAY (VEH-H)	0.0

----- SITE ACCIDENT DELAYS -----

BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0
AV BREAKDOWNS PER DAY	0
AV QUEUE DELAY/DAY (VEH-H)	0
AV TOTAL DELAY/DAY (VEH-H)	0

AVERAGE ACCIDENT NUMBERS (PIA/DAY)

MAIN ROUTE WITHOUT WORKS	0.0701
MAIN ROUTE WITH WORKS	0.0674
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS

ROAD USER COSTS PER DAY	\$7,766
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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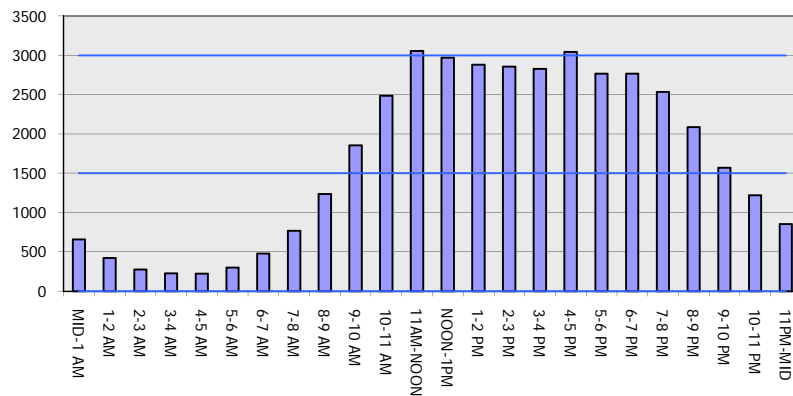
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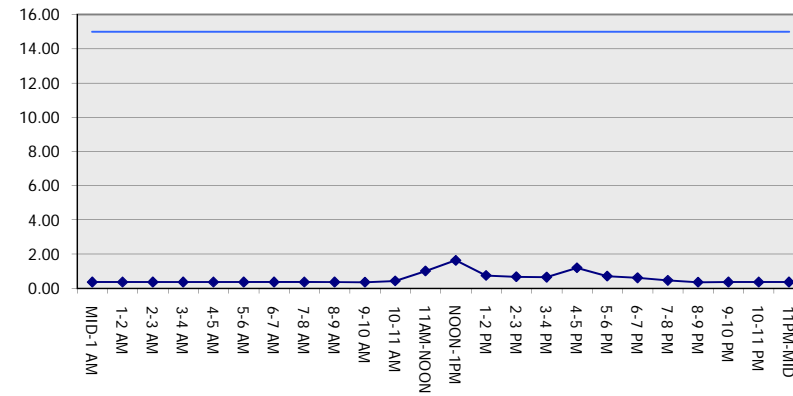
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY EASTBOUND DIRECTION

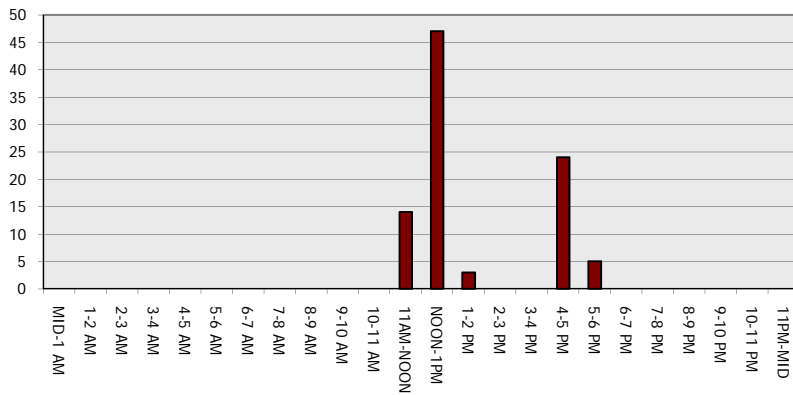
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

